

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES NO. 5559.

戊午年十二月七日三十三號光

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP Ver 24,000,000

RESERVE FUNDS 14,550,000

Branches and Agencies:

TOKIO, CHEFOO,
KOREA, TIENTSIN,
OSAKA, PEKIN,
NAGASAKI, NEWCHWANG,
LONDON, DALNV.
LYONS, PORT ARTHUR,
NEW YORK, ANTUNG,
SAN FRANCISCO, LIOVANG,
HONOLULU, MUKDEN,
BOMBAY, TIR-LING,
SHANGHAI, CHANG-CHUN,
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED, On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4%

" 3 " 3%

TAKEO TAKAMICHI,

Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000

ABOUT MEX \$5,900,000

RESERVE FUND GOLD \$3,250,000

—ABOUT MEX \$5,900,000

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, received Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—

For 12 months 4% per annum.

" 6 " 3%

" 3 " 3%

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 21st July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Korea Peking Singapore Tientsin

Tsinanfu Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder Berlin.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

S. Oppenheim Jr. & Co., Koenigsberg.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager.

Hongkong, 11th January, 1907. [24]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ, (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL: FL. 45,000,000 (L. 3,750,000).

RESERVE FUND: FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3%

" 3 " 3%

J. BOETJE, Manager.

16, Des Vieux Road Central. [19]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:

Sterling

\$1,000,000 at 2/- = \$10,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROP. YORK \$10,000,000

COURT OF DIRECTORS:

G. H. Medihurst, Esq., Chairman.

Hon. Mr. Henry Cowick, Deputy Chairman.

A. Fuchs, Esq.

E. Goett, Esq.

A. Haupt, Esq.

C. R. Lenzenmann, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. K. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

for 6 months, 3% per cent. per annum.

for 12 months, 4% per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

TRADE MARK REG'D U.S. PATENT OFFICE.

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2% per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " 3%

" 3 " 3%

JOHN ARMSTRONG, Manager.

Hongkong, 15th May, 1907. [23]

NEEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital: FL. 15,000,000 (L. 1,250,000).

Subscribed Capital: FL. 10,000,000 (Paid-up).

Reserve Fund FL. 2,112,570.36 (L. 176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samarang, Indramajoo, Bandung and Weltevreden.

CORRESPONDENTS—At Cheribon, Tegal, Pekalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bom-bay, Madras, Colombo, Karachi, Djeddah Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

Telephone No. 75.

ESTABLISHED 1863.

TRADE MARK REG'D U.S. PATENT OFFICE.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 6th September,

THE Company's Steamship

" SUI-AN "

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,363 tons.....	Captain H. D. Jones,
" " "POWAN,".....	2,338 "	H. J. Black,
" " "FATSHAN,".....	2,360 "	O. V. Lloyd,
" " "KINSHAN,".....	1,995 "	B. Branch,
" " "HEUNGSHAN,".....	1,998 "	R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to 1 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....	1,651 tons.....	Captain W. A. Valentine,
" " "SUI-TAI,".....	1,651 "	G. E. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF, and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	219 tons.....	Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....	1,88 tons.....	Captain J. Willcox.
" " "NANNING,".....	569 "	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 3.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,

Agents.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375;

YORK BUILDINGS, 1st floor,

Hongkong, 27th August, 1907.

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Hotel.

HOTEL CRAIGIEBURN,

PLUNKETT'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907.

Intimation.
THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 78 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.6 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Capitols and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessel, in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1907.

THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

ANNUAL GENERAL MEETING.

The annual general meeting of the members of the "Shell" Transport and Trading Company, Limited, was held on 29th July, at Winchester House, Old Broad-street, E.C. Sir Marcus Samuel, Bart. (the chairman), presided. The secretary (Mr. E. A. Smith-Rewse) read the notices convening the meeting and the auditors' report.

The Chairman said that the present report was of particular interest, as it was the last time in which the figures would be submitted in that form, including the balance brought forward, the net profit amounted to £157,501. There had been placed to the provision of depreciation of steamships and installations £100,528, and paid the final loss arising from the liquidation of the European oil business, £4,795. Their anticipations of a greatly improved return for their produce were justified. Had it not been for the agreement under which the dividend for 1906 was limited to 5 per cent., the earnings would have enabled them to easily pay 12 per cent., since after making provision of £70,000 to enable them to place the steamers and installations in the condition called for by the agreement with the Royal Dutch Company, they were enabled to carry forward £172,370, as against £65,155 last year. The reason why so large a sum as £70,000 was necessary as a provision for subsequent equipment of installations and steamers was that at Bombay, by reason of the requirements of the Port Trust for the enlargement of the harbour, the whole of the "Shell" Company's installations had to be removed to Sewree. They had hoped that the entire cost of this removal would have been repaid by the Port Trust, but they were disappointed, and would have to find a sum of no less than £15,000 in this connection. Large expenditure had also been incurred in connection with the Yokohama installation, while the typhoon in Hongkong was the cause of very heavy loss to the company. Certain of the steamers were overdue for survey, and the repairs necessitated by wear and tear had to be made good, so that the £70,000 was easily accounted for.

INCOME TAX.

He could not refrain from mentioning the very serious trouble to which they had been exposed, in common with every other firm throughout the country, by the action of the Income-tax Commissioners. In such a meeting it was surely appropriate to call attention to the very grave jeopardy to capital in the United Kingdom if the intolerable action of those responsible for the levying of Income-tax was persisted in. Shareholders knew that, most unfairly, the company had to pay Income-tax upon the cost, amounting to £59,109, of issuing preference shares, but a more monstrous claim had since been made. They raised certain moneys in Australia for the purpose of erecting installations there. The interest was payable in Australia, and they deducted from profits the interest which they had to pay there. The Income-tax Commissioners claimed that the company wrongfully deducted this, and that the company were entitled to debit their creditors resident in Australia with the income-tax. Such a *dictum*, carried to this length, must drive capital from the country. Another action taken by the Commissioners of the Income-tax was so grossly unjust that companies within his own knowledge were deliberately removing the registration from England with a view to avoiding the gross wrong done to their employees and members resident abroad by a new reading which the Income-tax Commissioners were attempting to set up. They claimed that a return of all employees must be made by every company and firm, although these employees made their income abroad, and did not visit England for years, and that they, too, were liable to Income-tax. The reason he put this prominently before the meeting was that, although the company only received a specified sum, as dividend on the Nederlandsch Indische shares, the Income-tax Commissioners claimed that the company was liable for the amount which that company had set aside for reserve, and they also arrogated the right of investigating the amount which this Dutch company had put aside for depreciation.

ASIANIC PETROLEUM COMPANY.

Within the last few days they had had final accounts rendered by the Asiatic Petroleum Company, which enabled them to realize the gratifying fact that their profits had been on a materially larger scale than the directors had anticipated, and the result had been that it was not necessary to issue 400,000 new shares for the purpose of paying off their liabilities and providing the new capital required by the terms of their agreements with the Royal Dutch Company. This purpose was effected by the issue of only 300,000 shares, all of which had already been applied for. By the founding of the Anglo-Saxon Petroleum Company, Limited, which had taken over all the assets of the "Shell" Company and the Royal Dutch Company's "ministrable" in England, and of the Batavia Petrol Maatschappij, which became the owner of the whole of the properties under the Dutch jurisdiction, the existence of the Shell Transport and Trading Company, Limited, came to an end, except the part which they played as shareholders in the other companies. The occasion was a somewhat painful one, because by the capitulation of their rights in controlling it the one territory capable, in his opinion, of providing supplies of liquid fuel sufficient to meet the naval requirements of this country had passed from British hands. He would be greatly mistaken if, in the future, the folly of compelling a British company to part with property of vital import in the future of naval warfare was not bitterly regretted. He could assure them, however, that neither the chairman nor directors had been to blame.

SOLE AGENTS FOR

HITTMANN'S RAHTEN'S GENUINE RED HAND COMPOSITION RED HAND PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

SOLE AGENTS FOR

FEHRUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHI'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

Notice of Firm

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATOON & APCAR & CO., in the place and stead of Messrs. ROZARIO & CO.

O Gerente da Agencia:

DO BANCO NACIONAL ULTRAMARINO,

JOAQUIM L. C. GOMES.

Dated 2nd August, 1907.

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Intimation.

W.M.
POWELL,
LTD.,
ALEXANDRA
BUILDINGS.

Fashions - -
of To-day.

EVERYTHING
FOR
LADIES'
WEAR.

COOLEST
SHOW-
ROOMS
IN
THE EAST.

COMPLETE
OUTFITS
FOR
CHILDREN'S
WEAR.

W.M. POWELL,
LTD.,
HONGKONG.

Intimations.

PATHE FRERES,

PARIS.

CINEMATOGRAPHS
AND
FILMS.NEW FILMS ARRIVE WEEKLY.
Price 43 cents (Straits Currency) per metre.SOLE AGENT FOR
The Straits, Burmah, Java, Sumatra, Siam,
Hongkong, The Philippines, &c.F. DREYFUS,
19, Stamford Road,
Singapore.THE CHINA PROVIDENT LOAN AND
MORTGAGE CO. LTD.

(CAPITAL PAID UP \$1,000,000.)

Undertakes and Executes

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,SHEWAN, TOME'S & Co.,
General Managers.

Hongkong, 22nd May, 1907.

A. CHAZALON & CO.
6, Queen's Road Central.
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.Just Unpacked.
BARCLAY PERKIN'S STOUT
in pints and Baby bottles.FRENCH SYRUPS
GREENADINE, GROSSEILLE, &c.
VICHY, PERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERS
ALSO
Large Assortment of CANNED GOODS
suitable for Pic-nic!
Hongkong, 15th May, 1907.PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. ... 9.30 a.m. ... Every 10 minutes.
7.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.8.45 p.m. and 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.45 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and

11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 4th June, 1907.

[59]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
ex Factory.In Bags of 250 lbs. net \$2.70 per Bag
ex Factory.SHEWAN, TOME'S & Co.,
General Managers

Hongkong, 2nd October, 1906.

[48]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

[60]

Dr. M. H. CHAUN,

THE LATEST METHOD
of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905

[61]

CURES
MEN & WOMENBIG is a non-potassic
cure for any muscular
disease, or affection
of mucous membranes. It
guarantees no side effects.
Price 10/- per bottle.

GOLD BY OUNCE.

Circular mailed on request.

MANUFACTURED BY THE

ETNA CHEMICAL CO.,

CINCINNATI, O.

U. S. A.

[62]

Dr. WILLIAMS' MEDICINE

restored to vigorous

health by their use.

Obtainable at most

shops where medi-

cines are sold, these

will also be had direct from the Dr.

Williams' Medicines Co., Singapore, who send

six bottles for 3/-, or a bottle for \$1.50 post

free to any address.

[63]

THE NEW FRIENDLY REMEDY

THERAPION

which may certainly rank with, if not take place

of the best remedies of our day, about

which so little information has been

made, and the extensive and ever-increasing de-

mand that has been created for this medicine.

It is to be noted that it is due

to east India origin that the

most valuable and

remedies that were formerly the sole reliance

of medical men.

Therapion may be obtained through the

agents—Dobson & Sons, London.

Gold by all Chemists

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THE "SHELL" TRANSPORT AND
TRADING COMPANY, LIMITED.

[Continued from Page 2.]

THE "SHELL" SPIRIT.

Although he could not go into details, it was gratifying to know that the "Shell" spirit was increasing in popularity and prestige every day. The journey from Peking to Paris started entirely upon "Shell" spirit, and considerable credit was due to the local representatives who, at the request of the *Matin*, made the necessary arrangements for the supply of the petrol throughout this extraordinary run. The record run by Mr. Edge on the Napier car at Brooklands was made on "Shell" spirit. The company pioneered the import of petrol in bulk so long ago (1901), when the first cargo of Borneo petrol came by the *Murex*. Since then they had transported no less than 475,926 tons in bulk, and it was not too much to say that the motor trade would have been impossible had it not been for their courage and enterprise.

In Kotsi alone they had proved territory extending over a length of more than 60 miles, containing anticlines of oil throughout the entire area. The price would necessarily depend upon whether they and other producers with whom they had to compete, were obliged to produce crude oil for the sole purpose of making petrol, or whether, as at present, they could find remunerative markets for the other products left when the petrol was removed from the crude. There was room for a very large and rapid increase of the petrol trade before any alteration could take place in these conditions. In fact, supplies of petrol were so ample that, in order to endeavour to encourage consumption, as also to meet competition, they had been obliged to reduce their prices to some extent, and, so far as he could see, there was not the remotest danger of any failure of petrol supplies, even if the most sanguine hopes as to the increase of the motor industry should be amply fulfilled.

ALCOHOL V. PETROL.

To those gentlemen who advocated the use of alcohol as a substitute for petrol, the history of the trade in Germany would prove instructive. In Germany there was a very heavy duty on petrol, so that the consumer had to pay a much higher price than in this country, and consequently very great efforts were made to employ substitutes that could be produced in the country and to be free of duty. When motor-cabs were first started in Berlin, they were ordered by the authorities to use nothing but alcohol, but it was found that the cars could not be run on this spirit, and consequently every cab was allowed to use a certain quantity of petrol to start the car. This attempt by the authorities to force the cars to use alcohol has now been definitely abandoned, with the result that all motor vehicles in Berlin run entirely on petrol, in spite of the heavy duty. Although alcohol and other substitutes might prove an excellent "boycott" with which to attempt to frighten the producers of petrol, they did not entertain the smallest misgiving that this spirit could ever become a competitor to their petrol, for the simple reason that it did not inherently contain those qualities essential for the running of motor vehicles.

PETROL IN FRANCE.

It was surely the very irony of fate that France—whose genius the development of the motor-car owed so much—should be precluded from the enormous advantage of the use of "Sh 1" spirit, owing to its having to pay a prohibitory duty in France, through an oversight in the treaties concluded with that country by the Dutch Government, which omitted to include the Dutch Colonies. So great was the demand for petrol, and so largely was the trade now dependent upon the East Indies for their supplies, that the irresistible demand by the French consumers to obtain the finest petrol in the world would force the French Government to admit their petrol on the same terms as Roumanian and American. The prohibition also extended to petrol produced in British India, and it was great argument in favour of the need of reciprocity that they were assured that if the Indian Government was prepared to make some concession on French goods imported into India, this right would be granted.

THE PROSPECTS.

It will be necessarily many months before we shall have the pleasure of meeting our shareholders again, the Chairman concluded, and you may desire to know what are the prospects for the current year. We distributed a dividend at the rate of 10 per cent. per annum, on the 1st of this month, and without pledging myself in any way (since it will be obvious to you that only seven months of the current year have expired), but subject to the maintenance of production in the fields, and to the prevalent condition of the markets, I believe an intelligent anticipation of events will show that we shall have the great pleasure of distributing the second interim dividend on January 1 next, at a rate exceeding that of the first dividend, and making the highest dividend ever yet paid by this company. I have much pleasure in moving the adoption of the report. (Cheers.)

Mr. A. V. D. Bent seconded, and the resolution was carried unanimously.

THE COMPANY'S SPLENDID POSITION.

Sir J. Fortescue Flannery said he was sure they had all been exceedingly interested in the lucid statement of the chairman, and he would like to say a word of congratulation to themselves upon the splendid position to which they had attained. He was one of the oldest shareholders—he was an original shareholder—and he had watched the company from its very beginning. He ventured to say that the company had never before been in so satisfactory a position. Since the last meeting a change had taken place in the management arrangements, and he considered it was very fortunate indeed for the shareholders that those who had had to negotiate that change had been shareholders of the largest kind, rather than merely managers. (Hear, hear.) It had been very fortunate that the firm of Sir Marcus Samuel and Company had been so ready to resign the profitable

position of managers in the interest of the shareholders generally. (Hear, hear.) They had heard from the chairman how the change had come about, and they perfectly understood the position. In the balance sheet there was an item of £23,000 for management, and the chairman had told them in his speech that that sum would in future largely disappear—that is to say, that the cost of management in future would fall, not upon the "Shell" Transport Company only, but upon the combine, and that the committee or central board would control the wells, transport and distribution. The change to the management arrangements, though saving the cost of management, involved an increase in the size of the board, and necessarily some increase in the directors' fees. That increase was merely a transfer of a portion of the savings of management. Therefore he had the greatest pleasure in moving

that the remuneration of the directors of the "Shell" Transport and Trading Company, Limited, be increased to £6,000 per annum, as and from January 1, 1907. (Hear, hear.) Mr. Cobrough receded the motion, which was at once carried.

On the motion of the Chairman, the retiring directors, Messrs. Rickmers, S. Samuel and W. F. Mitchell, were re-elected.

The election of Mr. H. W. A. Deterding, Dr. A. Cohen Stuart, and Mr. W. H. Samuel as directors of the company having been confirmed.

On the motion of Mr. Goetz, seconded by Mr. Sereno, the auditors, Messrs. Turquand, Youngs and Co., were re-appointed.

THANKS TO THE CHAIRMAN.

Mr. E. Pembroke: I am sure you will all agree with me that our best thanks are due to the chairman and board, not only for all the work and labour and anxiety they have had since the formation of the company. They have carried us through well. (Hear, hear.) I do not know of any board which has so many able men upon it, and I think their triumphs is that they have carried through in such a successful way this amalgamation. (Hear, hear.) It must have been a very heavy, serious and difficult task. I hope the amalgamation will be as advantageous to the Dutch Company as it is to the "Shell" Company. I have no doubt that both companies will prosper, and that when we meet again we shall find ourselves in a still better position than we are in to-day. I have pleasure in proposing a vote of thanks to the chairman and to every member of the board.

Sir William Bisset, seconding, said he was an original shareholder, and had watched the fortunes of the company with great interest. He especially admired the courage and ability with which its affairs had been conducted. (Hear, hear.)

The vote of thanks having been unanimously accorded,

The Chairman suitably acknowledged the compliment, and the proceedings terminated.

INDIGESTION—ITS SYMPTOMS,
CAUSE AND CURE.

All sufferers from Indigestion, Pains in the Stomach, Nervousness, Palpitations, Flatulence, Insomnia, Distressing Dreams, Should Read How This Permanent Cure In Dr. Williams' Pink Pills.

Disordered digestion is due to the organs of the body which digest the food, having become congested and weak, and it is only by restoring to these organs their natural strength that cure can be obtained. Dr. Williams' Pink Pills for Pale People do this through the blood. The whole body is fed by the blood, each part in the whole physical system derives the power to do its work from the blood, each part in the whole physical system derives the power to do its work from the blood, and it is only by restoring to these organs their natural strength that cure can be obtained. Dr. Williams' Pink Pills for Pale People do this through the blood, and it is only by restoring to these organs their natural strength that cure can be obtained. Dr. Williams' Pink Pills for Pale People do this through the blood, and it is only by restoring to these organs their natural strength that cure can be obtained. Dr. Williams' Pink Pills for Pale People do this through the blood, and it is only

Intimation.

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CHEMISTS
APPOINTMENT TO HIS EXCELLENCE THE
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HIGHEST DEGREE
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OUR SODA WATER is the most wholesome daily beverage that can be taken.

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OUR DRY GINGER ALE is a beverage of delightful flavour and aroma.

OUR SARSAPARILLA is not only a delicious drink but a blood purifier as well.

OUR STONE GINGER BEER since its introduction, has been steadily growing in popular favour.

A. S. WATSON & CO.,
LIMITED,

CHEMISTS, ÆERATED WATER
MANUFACTURERS,
&c., &c., &c.

HONGKONG, CHINA & MANILA.

Hongkong, 31st August, 1907.

BIRTHS.

On August 24, 1907, at Shanghai, the wife of F. W. STEWART, of a daughter.

On August 26, 1907, at Shanghai, the wife of OFFLERY CREWE-READ, of a daughter.

On August 26, 1907, at Shanghai, the wife of B. VON FISCHERZETZ, of a son.

DEATH.

On August 20, 1907, at Tientsin, JOHN DOUGLAS ROSS, mate of the lightship *Taku*, born October 25, 1855.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 2, 1907.

ANOTHER HANDICAP FOR
SHIPPING COMPANIES.

The announcement that coal has advanced in price simultaneously with an increase of 5 per cent. in wages comes at an extremely inopportune time, for it will certainly mean that steamship owners will be still further embarrassed in their efforts to contend against the strenuous competition which is one of the most noteworthy signs of the times. We are not concerned with the causes which have led the English collieries to demand higher rates for their product, or the story that the increase in wages is due to the scarcity of miners. What we are concerned about is the probable effect this enhanced rate in coal quotations will have on the shipping of the Far East, and of Hongkong, in particular. Since the Japanese mercantile fleet was augmented by the return of the vessels which are subsidised by the Government of Japan, and were withdrawn from the commercial service during the war, there has been a continuous effort on the part of the Japanese shipowners, backed by the Government, to monopolise the coasting trade in Eastern waters from Vladivostok to Singapore and to do so by every means in their power. An attempt was made to capture the Yangtze trade for the vessels belonging to a Japanese shipping ring, but that has not turned out altogether successful. Again, it was sought to oust the Norddeutscher Lloyd from the Bangkok-Swatow-Hongkong route, but it was admitted at the annual meeting of the Nippon Yusen Kai-sha that the effort had proved practically failure. Intent upon their original design to obtain a share of the lucrative Siamese traffic, it was decided by the premier shipping concern of Japan to make Singapore the headquarters of the southern coasting fleet, which meant, of course, that they were prepared to throw down the gauntlet to the N.D.L. Whether that scheme

has been set in operation so far does not appear, but that the German company are not blind to their own interests or inclined to surrender a single iota of the advantages which accrued to them as the result of their absorption of the Scottish Oriental line is manifest by the fact that two vessels specially designed for the requirements of the Singapore-Bangkok run are now in course of construction in Singapore to the order of the N. D. L. That signifies that the gauntlet has been taken up and the gage accepted. While the spirit of competition is admirable in its way and productive of the most satisfactory conditions for the shipper, it cannot continue for ever, and in the end it is the shipper who has to bear the brunt of the fight for supremacy. But in tackling the N. D. L. the N. Y. K. have found themselves engaged with a colossus armed *copæsia*. The increased cost of English coal is calculated to have its most marked effect on those shipping companies which being without great financial resources or minus the substantial aid of a paternal Government are at present carrying on a sort of guerrilla warfare in the hope that at a later date they may participate in the returns which will compensate them for their present struggle. That Japanese companies will experience the least inconvenience from the increased cost of English coal is not to be believed. While Japanese coal is decidedly inferior to the Cardiff product it satisfies the needs of an economical people, and the recent Imperial order which, it has been stated, is now in operation prohibiting the exportation of coal from Japan will prevent vessels flying the flag of other nations from turning to the cheaper article in order to reduce working expenses. Of course that order is only another instance of Japan's solicitude for her mercantile marine. It may be said that the mines of Acheen, through the port of Sabang, may supply coal at a rate which will compare favourably with the prevailing prices charged for the Japanese variety, but the invariable tendency is for the cost of industrial products to rise or fall in sympathy with the demand for the premier class, and it is scarcely probable that the Sumatran collieries will fail to understand or take advantage of the situation. Australian coal might possibly obtain a real footing in the Far East, but the Australian people, in the coal trade, as in the flour industry, are so busily engaged in discussing

questions affecting the parish pump and searching the dictionary for epithets of reproach to hurl at their political opponents, that they have little or no time to devote to the extension of their overseas markets. About two years ago, a prospecting party was despatched into the New Territories to discover whether there was any truth in the reports that minerals in abundance—and in paying quantities—could be found there. The character of the report which the engineers submitted on their return may be gauged from the fact that application was made for a mining lease covering a square mile of territory in the Shatin district, and it was granted by the Government to Sir Paul Chater in January last. The prospectors, it was reported, found rich deposit of magnetite iron of the very best class for the manufacture of steel. Where there is iron there is usually coal, and if it should be discovered that the New Territories are endowed with a superfluity of coal seams the outlook for Hongkong should be highly promising. Perhaps when His Excellency Sir Frederick Lugard takes his next jaunt across the mainland he may be induced to devote some attention to the mining possibilities of the New Territories. There is the further possibility that the expedition now in Borneo to prospect for gold, tin, silver, lead, oil, iron and coal may return with cheerful tidings regarding the presence of the last-named mineral. In that event the Japanese prohibition might be regarded with equanimity and even enjoyment, and the prospect of high charges would be dispelled. As is, with a surcharge of ten per cent. on passenger fares to Europe by the Conference line, an increase in the cost of the carriage of freight owing to the appreciation in the cost of coal, and an ever-extending competition among the shipping concerns, it is difficult to judge whether the shipper or the company will in the end be the most hardly used.

LOCAL AND GENERAL.

SIR THOMAS LIPTON will challenge for the America Cup.

A WAR OF RATES BETWEEN THE ATLANTIC SHIPPING LINES IS THREATENING.

THE CORPORATION OF THE KOREAN EMPEROR TOOK PLACE AT SEOUL ON 27TH ult.

THE REV. A. D. L. EUNIS, CHAPLAIN AT CHESTER BARRACKS, IS TO BE APPOINTED TO HONGKONG.

THE APPOINTMENT OF LIEUTENANT A. G. HAMILTON TO THE *TAMAR*, RECEIVING SHIP AT HONGKONG, HAS BEEN CANCELLED.

SIR MATTHEW NATHAN WAS TO SAIL FOR SOUTH AFRICA ON AUGUST 10 TO TAKE UP HIS DUTIES AS GOVERNOR OF NATAL.

THE MARRIAGE IS ANNOUNCED OF SENATOR J. M. J. VALDES, SO-MARLY PORTUGUESE CONSUL-GENERAL AT SHANGHAI, TO MILA, LEONIA, FERRE, DAUGHTER OF A FORMER BELGIAN CONSUL AT THAT PORT.

AN INTERIM DIVIDEND OF TWENTY-FIVE PER CENT UPON THE CAPITAL IN RESPECT OF THE 1906 CROP PAYABLE ON THE 1ST INST. HAS BEEN DECLARED BY THE SHANGHAI-SUMATRA TOBACCO CO., LTD.

DANGER, ALIAS VIJUIN, ASSISTANT POSTMASTER AT THE KHABAROVSK POST OFFICE, WHO ABSTENDED WITH RLS. 10,000, HAS BEEN ARRESTED NEAR TOKIO AT THE INSTANCE OF THE RUSSIAN AUTHORITIES.

M. ELIHU ROOT, U.S. SECRETARY OF STATE, IS SUFFERING FROM NERVOUS BREAKDOWN. HE HAS BEEN PRESCRIBED THREE WEEKS' REST CURE IN A SANATORIUM, THE LOCATION OF WHICH IS NOT ANNOUNCED.

A NEW YORK DESPATCH OF 27TH ult. SAYS:—THE NAVY DEPARTMENT AT WASHINGTON ANNOUNCES THAT SIXTEEN BATTLESHIPS, SIX TORPEDO-BOAT DESTROYERS, NINE COLLIES AND TWO SUPPLY SHIPS WILL PROCEED TO THE PACIFIC.

THEIR WILL BE A MEETING OF THE SUB-COMMITTEE OF THE SOLDIERS' CLUB AT THE SOLDIERS' CLUB AT 2 P.M. ON WEDNESDAY, THE 4TH INST., TO CONSIDER THE QUESTION OF AMENDING THE RULES FOR THE SOLDIERS' CLUB FOOTBALL COMPETITION.

THE CHINESE ENGINEERING & MINING CO., LTD., ANNOUNCES THAT THE TOTAL OUTPUT OF THE COMPANY'S THREE MINES FOR THE WEEK ENDING AUGUST 17, 1907, AMOUNTED TO 22,047.17 TONS, AND THE SALES DURING THE SAME PERIOD TO 19,356.12 TONS.

SECOND LIEUTENANT L. F. STONE-STANLEY, MIDDLESEX REGIMENT, HAVING BEEN TRANSFERRED FROM THE 4TH BATTALION, LONDONERS, TO THE 3RD BATTALION, HONGKONG, HAS BEEN REMOVED AT HIS OWN REQUEST FROM THE LIST OF CANDIDATES FOR APPOINTMENT TO THE ARMY SERVICE CORPS.

THE WEDDING TOOK PLACE ON 28TH ult. AT SHANGHAI OF MR. CHARLES J. HEAD, OF THE SHANGHAI HONGKOW WHARF CO., LTD., TO MISS A. CHATHAM, DAUGHTER OF THE LATE MR. JOHN CHATHAM. BOTH BRIDE AND BRIDE-GROOM HAVE LONG BEEN RESIDENTS OF SHANGHAI AND WERE THE RECIPIENTS OF HEARTY CONGRATULATIONS FROM INNUMERABLE FRIENDS.

THE OFFICER COMMANDING THE 4TH BATTALION MIDDLESEX REGIMENT HAS RECEIVED ORDERS TO PREPARE A DRAFT OF 154 NON-COMMISSIONED OFFICERS AND MEN TO JOIN THE 3RD BATTALION, HONGKONG. THIS DRAFT WILL EMBARK ON THE S.S. *SCILLA* AT SOUTHAMPTON ABOUT OCTOBER 31 NEXT FOR CONVEYANCE ALONG WITH OTHER DRAFTS, TO THE FAR EAST.

IN REGARD TO THE QUESTION OF REDEEMING THE YUNNAN RAILWAY FROM THE FRENCH SYNDICATE CONCERNED, H.E. LIU SHIH-SHUN, CHINESE MINISTER AT PARIS, HAS NOW INFORMED THE WAIIWUPUH THAT THE FRENCH GOVERNMENT IS NOT WILLING TO ENTERTAIN THE IDEA, UNTIL, AT LEAST, AFTER THE COMPLETION OF ALL THE LINES WHICH HAD BEEN AGREED UPON.

AT THE INSTANCE OF CONSTABLE G. BIRD, THE MASTER OF EIGHT CARGO BOATS WERE CHARGED BEFORE COMMANDER BASIL R. H. TAYLOR, IN THE MARINE MAGISTRATE'S COURT, TO-DAY WITH LYING ALONGSIDE THE STEAMSHIP *ALBERT*, ON SATURDAY, IN SUCH A WAY THAT FREE ACCESS TO THE NORTHERN FAIRWAY WAS BLOCKED. THE ACCUSED HAD NOTHING TO SAY AND HAD TO PAY \$10 EACH FOR THEIR MISBEHAVIOUR.

SIGNOR C. BAROLI, ITALIAN MINISTER AT PEKING, HAS BEEN DECORATED BY THEIR IMPERIAL MAJESTIES WITH THE STAR OF THE DOUBLE DRAGON OF THE FIRST CLASS, THIRD DIVISION, IN RECOGNITION OF HIS EXCELLENCE'S EFFORTS IN PROMOTING FRIENDLY RELATIONS BETWEEN CHINA AND ITALY. THE N.C. D. NEWS UNDERSTANDS THAT THE ITALIAN MINISTER IS ABOUT TO RETURN HOME ON A WELL-EARNED FURLough.

YESTERDAY MORNING, A YOUNG CHINAMAN WAS FOUND BY THE POLICE LYING IN DES VIEUX ROAD, IMMEDIATELY OPPOSITE THE BACK OF THE CITY HALL, IN AN UNCONSCIOUS CONDITION. HE DIED ON THE WAY TO THE GOVERNMENT CIVIL HOSPITAL. THE CAUSE OF DEATH IS NOT KNOWN. THE THEORY ADVANCED, HOWEVER, IS HEART FAILURE. DECEASED WAS LATER IDENTIFIED AS LEUNG LAM, AN UMBRELLA MENDER, OF FIRST STREET, WEST POINT.

MARQUIS SAI'NIJI, THE JAPANESE PRIME MINISTER, HAS ISSUED INSTRUCTIONS TO HIS MINISTERS TO THE EFFECT THAT, NOW THAT FRIENDSHIP IS RESTORED BETWEEN RUSSIA AND JAPAN AND THE AGREEMENT HAS BEEN CONCLUDED, THE PEOPLE SHOULD ENDURE NOT TO ENTER ANY MISCONCEPTIONS, BUT TO COMPLY WITH THE SPIRIT OF THE AGREEMENT. THIS STEP PRESUMABLY HAS BEEN TAKEN IN VIEW OF THE RECENT STORIES OF RUSSIAN SPIES IN JAPAN.

WHEN THE NAME OF G. DOUGALL MORRISON WAS CALLED AT THE MAGISTRACY, THIS AFTERNOON, TO ATTEND THE CORONER'S INQUIRY, HIS OWNER FAILED TO PUT IN AN APPEARANCE. THREE-QUARTERS OF AN HOUR LATER, MR. MORRISON TURNED UP, LOOKING VERY HEARTED. AFTER THE INQUIRY, HE WAS ASKED TO EXPLAIN HIS ABSENCE. "I WAS AT WORK IN THE HARBOUR," HE REPLIED. MR. MORRISON WAS THEN TOLD TO BE SURE THAT HE WOULD BE PRESENT AT THE HONGKONG HOTEL INQUIRY TO BE HELD ON WEDNESDAY AFTERNOON.

THE NARROW ESCAPE WHICH THE SOUTHERN STAR OF THE FERRY SERVICE HAD FROM A COLLISION WITH A NAVAL YARD LAUNCH IN THE MORNING OF THE 29TH ult. WAS RELATED TO COMMANDER BASIL R. H. TAYLOR, R.N., IN THE MARINE MAGISTRATE'S COURT TO-DAY. MR. E. BRUCE SHEPPARD, WHO WAS SITTING AS THE SOUTHERN STAR WHEN HE NOTICED THE NAVAL YARD LAUNCH *G.C. 49*, OVER-TAKING THEM, EVIDENTLY TRYING TO CROSS THE BOWS OF THE FERRY BOAT. WHEN THE COLLISION SEEMED IMMINENT THE SOUTHERN STAR WAS STOPPED AND THE NAVAL YARD LAUNCH MANAGED TO SCRAPE PAST. THE MAGISTRATE SUSPENDED THE CERTIFICATE OF THE MASTER, TANG KAN, OF THE LAUNCH FOR ONE MONTH, AND ORDERED HIM TO APPEAR FOR EXAMINATION AS TO HIS PROFICIENCY BEFORE RECEIVING HIS CERTIFICATE BACK.

SIR MATTHEW NATHAN WAS TO SAIL FOR SOUTH AFRICA ON AUGUST 10 TO TAKE UP HIS DUTIES AS GOVERNOR OF NATAL.

CORONER'S INQUIRY.

THE DEATH OF THE DIVER.

THIS AFTERNOON, AT THE MAGISTRACY, MR. F. A. HAZELAND, PRESIDING AS CORONER, AND A JURY, COMPRISING MESSRS. H. N. WYNNE, J. T. D'ALMADA E CASTRO AND W. G. CLARKE, CONDUCTED AN INQUIRY TOUCHING THE DEATH OF LAM SHEK KONG, A DIVER, WHOSE DEATH CAME ON THE 16TH ULTO, WHILE AT WORK IN THE HARBOUR, PARTICULARS OF WHICH WE REPORTED IN A PREVIOUS ISSUE.

DR. G. M. HEALEY, OFFICER IN CHARGE OF THE PUBLIC MORTUARY, WAS THE FIRST WITNESS CALLED. HE SAID THAT ON AUGUST 17TH HE EXAMINED THE BODY OF A CHINIAN-NAMED LAM SHEK KONG.

THE CAUSE OF DEATH, IN HIS OPINION, WAS ASPHYXIA. THERE WERE NO INJURIES ON THE BODY.

LAM SHEK, A DIVER, STATED THAT HE WAS ENGAGED BY THE DECEASED, WHO WAS ALSO A DIVER. ON THE DAY IN QUESTION DECEASED WENT DOWN INTO THE WATER TO LOOK FOR COAL. WITNESS REMAINED ON THE JUNK HOLDING THE AIR TUBE. ANOTHER DIVER HAD HOLD OF THE LIFE LINE. ABOUT AN HOUR AFTER DECEASED ENTERED THE WATER THE AIR TUBE PUNCTURED. WONG UFAT, THE DIVER WHO HAD HOLD OF THE LIFE LINE, WAS THEN TOLD TO PULL DECEASED UP, BUT IT WAS DISCOVERED ALSO THAT THE LIFE LINE HAD BEEN CUT. WITNESS AND TWO OTHERS HURRIED OVER TO YAU-MAI-LI TO GET ANOTHER DIVING SUIT. WHEN THIS WAS SECURED A DIVER NAMED LUM PING WENT DOWN AND RECOVERED THE BODY.

WONG UFAT, ANOTHER ASSISTANT DIVER, SAID HE HELD THE LIFE LINE FOR DECEASED WHEN HE ENTERED THE WATER. SUDDENLY THE FIRST WITNESS ORDERED HIM TO PULL DECEASED UP. WITNESS SIGNALLED BELOW, BUT FOUND THE ROPE SLACK. THEN HE STARTED TO PULL AND LOOSED THE LIFE LINE CUT.

BY A JURYMAN—WHICH BROKE FIRST, THE AIR TUBE OR THE LIFE LINE?—THE AIR TUBE.

LUM PING, A DIVER, SPOKE AS TO ENTERING THE WATER WHEN IT BECAME KNOWN THAT DECEASED'S LIFE LINE HAD BEEN CUT. GETTING BELOW, HE FOUND DECEASED LYING AT THE BOTTOM OF A SUBMERGED JUNK. THE AIR TUBE HAD PARTED AND THE LIFE LINE CUT. THE BODY WAS LASHED TO THE SIDE OF THE JUNK. WITNESS RELEASED THE BODY AND BROUDED IT TO THE SURFACE.

BY A JURYMAN—WITH WHAT LINE DID HE ATTACH HIMSELF TO THE JUNK? THE LIFE LINE OR THE HOLDING-DOWN LINE?—THE HOLDING-DOWN LINE WAS MADE FAST TO THE LIFE LINE.

THEN THERE COULD BE NO COMMUNICATION, AS THIS IS DONE BY TUGGING AT THE LIFE-LINE, AND IF ATTACHED TO ANYTHING IT WOULD STOP ALL COMMUNICATION.

E. F. GIBSON, A SUBMARINE ENGINEER, EXPLAINED THAT A JUNK WAS SUNK WITHIN THE CABLE AREA, OF KOWLOON POINT, IN ABOUT 13 FATHOMS OF WATER. WITNESS GAVE THE CONTRACT TO DECEASED AND HIS BROTHER TO REMOVE THE CABLE FROM THE JUNK.

THE CORONER—HOW DO YOU COME IN THIS?

I HAVE A CONTRACT WITH GOVERNMENT TO REMOVE ALL OBSTRUCTIONS IN THE CABLE AREA.

CONTINUING, WITNESS SAID THAT THE DECEASED HAD BEEN WORKING FOR HIM FOR NEARLY SEVEN YEARS. DURING THE PAST TWELVE MONTHS HE DID VERY LITTLE DIVING AS HE HAD BEEN TAKEN TO THE OPIUM HABIT. ON THE DAY IN QUESTION THE DECEASED TOOK HIS PLACE.

THE CORONER—ARE YOU A DIVER?—YES, AND HAVE BEEN SO FOR SEVEN YEARS.

THE FIRST INTIMATION WITNESS GOT OF THE DEATH OF THE DIVER WAS RECEIVED BY HIM AT HIS HOUSE, MORETON TERRACE, AT THREE O'CLOCK THAT AFTERNOON. WITNESS WEAR OVER AT ONCE. AFTER UNDRESSING DECEASED, WITNESS EXAMINED THE DIVING GEAR AND FOUND THAT THE LIFE LINE HAD BEEN CUT AND THE AIR PIPE CARRIED AWAY. HERE WITNESS EXPLAINED BRIEFLY THE WORKINGS OF A DIVER.

JUNK, WITNESS SAID, WAS LYING E. BY S.W.O. OWING TO THE POSITION OF THE SUBMERGED WRECK, LYING PRACTICALLY ACROSS AN EBB TIDE, A DIVER IN GOING DOWN MAKES FAST HIS AIR PIPE AND LIFE LINE TO THE STRINGER OF THE WRECK, TO PREVENT HIMSELF BEING WASHED AWAY. HE TIES HIMSELF IN THAT POSITION TO RELIEVE THE PRESSURE CAUSED BY THE TIDE ON HIS AIR PIPE AND LIFE LINE.

THE CORONER—THEN HOW DO YOU EXPLAIN THIS ACCIDENT?

THE AIR PIPE WAS JAMMED BETWEEN THE SIDE OF THE JUNK AND A WIRE THAT WAS USED TO KEEP ONE JUNK OVER THE OTHER. THIS PINCHED THE TUBE. WHEN THE AIR PIPE CARRIED AWAY IT DROPPED INTO THE JUNK, THE LIFE LINE STILL BEING INTACT. THE DIVER FINDING THE AIR WAS SHORT BECAME FLURRIED AND CUT THE WRONG ROPE. THE REASON WHY THE LIFE LINE WAS CUT SO FAR AWAY FROM THE BODY OF THE DIVER IS BECAUSE THE PLACE WHERE IT WAS CUT WAS ATTACHED TO THE HOLDING-DOWN ROPE.

PRECEDING, WITNESS SAID THAT IF A MAN KEPT COOL THERE WAS NO DANGER IF HIS AIR PIPE GAVE, AS THERE WAS ENOUGH AIR IN HIS SUIT TO KEEP HIM ALIVE FOR ABOUT TWO AND A HALF MINUTES, PROVIDED HE TOOK THE PROPER COURSE. WHAT DECEASED SHOULD HAVE DONE WAS TO SHUT HIS MOUTH AND STUFF HIS FINGER INTO THE HOLE OF THE AIR PIPE. WITNESS WAS OF OPINION THAT IF DECEASED HAD NOT MADE A MISTAKE AND CUT HIS LIFE LINE HE WOULD HAVE BEEN ALIVE TO-DAY.

THAT CONCLUDED THE INQUIRY. THE JURY BROUGHT IN A VERDICT OF DEATH BY MISADVENTURE.

OPIUM HOUSES AT SHANGHAI.

ON THE 26TH ult., MR. H. LAW ASKED THE FOREIGN SECRETARY WHETHER HE HAD ANY OFFICIAL INFORMATION TO THE EFFECT THAT 700 OPIUM HOUSES IN THE NATIVE CITY OF SHANGHAI HAD BEEN CLOSED, BUT THAT SIM

Telegrams.

[Advertisers.]

Cotton Graving.

London, 30th August.

A special Commission will presently leave the Republic of Columbia for Great Britain, to study, among other things, cotton growing in the British Empire, with a view of developing cotton growing in Columbia.

The Commission will visit Ceylon and the Straits Settlements, and afterwards Japan.

The Deceased Wife's Sister Bill.

The Archbishop of Canterbury has recommended the Clergy not to celebrate marriages with a deceased wife's sister.

Later.

Oriental in the United States and Canada.

Oriental Exclusion Leagues of the Pacific coast, the United States and Canada are planning a convention to which the delegates of every League will be present.

The Price of Coal.

The rise in the price of coal generally, announced simultaneously with a 5 per cent. increase of wages, is due to the extraordinary demand, especially by foreign countries, and the shortage of miners.

H. M. S. "Commonwealth."

31st August. The repairs to the Commonwealth will occupy three months.

The State of Ireland.

Armed Moonlighters attacked a house at Athney, firing at the windows.

The police patrol returned the fire.

No arrests were made.

FLOODS IN JAPAN.

THE BRITISH AMBASSADOR'S VILLA FLOODED.

[V. F. D. News.]

Tokio, August 26. The continuance of the rains is without precedent in the last fifty years. Enormous damage has been done in Tokio and the nine adjacent Prefectures, including Nikko and Hakone. Tokio is practically isolated and provisions are running short.

At Nikko where the foreign Ambassadors and Ministers are staying, the villa of Sir Claude Macdonald, the British Ambassador, has been inundated, and His Excellency has been obliged to move.

Tokio, August 27. The rains continue and inundations are now reported in Kyoto, Otsu and other places in the West.

RAILWAY TRAFFIC RESUMED.

Tokio, August 28. The Tokio "okohama Railway, and others, have now resumed running. Troops are assisting in the work of relief in the northern outskir of Tokio and at Fukuchiyama (Tamba Province).

At the latter place the fatalities exceed 800, while the number of people rescued by the troops amounted to 10,000.

THE OPIUM QUESTION.

In the course of the debate on Foreign Affairs, Mr. Rees said, that not long since an edict was issued by the Chinese Government regarding the suppression of the opium traffic. Whether or not that edict was to be seriously taken he did not know, but if it was there was a matter of 3,500,000 or 4,000,000 of revenue involved for India, and he would like to know how the Indian Government was to be recouped for this loss on opium cultivation. He was not opposing the suppression, but he spoke in the interests of the Indian Government and the royal. The trade in opium between India and China was a tenth of the whole consumption; and, if we were to take the action suggested, let it be made clear that we did not wish the natives of India to pay for this relief of consciences in this country. (Cheers.) Let it be known what was to be done by Persia, French Indo-China, and the Dutch Government, who also supply opium. This matter had not received the attention it deserved; it had escaped notice in the high tide of humanitarianism, which was to sweep away the opium trade.

THE WRATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 1st at 5:30 p.m.—Signals lowered. On the 2nd at 12:05 p.m.—The barometer has risen moderately in the neighbourhood of Hongkong, and slight rise has taken place also over N. China and Japan.

Pressure is high over N. China and the Sea of Japan, and low over the N.W. part of the China Sea, and over the Pacific to the N.E. of Luxon.

Fresh to strong N.E. winds are expected to prevail in the Formosa Channel, and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.73 inch.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, fresh; equally showery.

2.—Formosa Channel, N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lascassas, same as No. 1.

4.—South coast of China between Hongkong and Macao, S.E. to E. winds, fresh.

SATURDAY'S GYMKHANA.

A SUCCESSFUL MEETING.

Taking everything into consideration, Saturday's meeting of the Hongkong Gymkhana Club—the fourth of the season—proved a distinct success from every point of view. The weather, which had been gloomy during the earlier part of the day, brightened up somewhat in the afternoon and by the time the first saddle bell was rung Old Sol was smiling in all his glory, while a slight breeze fanned the course.

Taking advantage of the favourable conditions of the weather a large number of turf enthusiasts journeyed to the race course. From the stately fit of the picturesque Valley was a delightful change and at least half an hour before the hour fixed for the first race, crowds of men and women had assembled in the grandstands, others preferring to promenade in the compound. His Excellency the Governor, Sir Frederick Lugard, who was accompanied by Lady Lugard, and his A.D.C.s, arrived shortly after the first race had been decided. The Band of the 3rd Middlesex Regiment struck up the National Anthem. After this, Mr. C. H. Ross, the Judge, welcomed the gubernatorial party to the course, and later they were conducted to the stand.

Over the whole the racing was good, the handicapping, thanks to Major Parker, being faultless, and the finishes exciting. The track was in fine condition, though a trifle holding, the result of the morning's shower. The jockeys, with the exception of the Challenge Cup, were considered s'ow. The first race brought forth a comfortable field of five ponies, and a 'mire' of The Veteran were pleased to see him marking out his course home on the champion, though unknown, Astral. Although five ponies started in this event only four did the running. Velocity (Roberts up) bolted up the bank near the Football Club's dressing shed. Next came the big race of the afternoon—the Challenge Cup. This proved to be the most exciting race of the day. Coxcomb had the start, Blue Nile started out heavily backed, the fancy, however, being on the former pony. The "offshores" laid on the outsider—Manchurian Chief. When the flag fell Coxcomb took the lead, Manchurian Chief second, and Blue Nile, hard held fast. Passing the judge's stand the ponies grouped. This state of affairs was upheld until the Football shed was negotiated when Coxcomb was forced to make the pace with the Chief. Approaching the Rock the Chief relinquished, and Blue Nile was given his head. At the village the two champions drew neck and neck. Turning the bend it was seen that Blue Nile had the lead, which he kept to the finish, winning by several lengths. Time—2:00.

D'vidend—\$9.40.

Sweeps—1st \$378; 2nd \$108; 3rd \$54.

3.—4:45 p.m.—LADIES' NOMINATION—COSTUME RACE—About 200 yards round a post and in. Ladies to provide the costumes.

Prize for the first man in. Prize for best costume, adjudged such by a sub-committee to be appointed by the committee of the Gymkhana Club. Entrance fee \$3. Prizes presented by the Club.

The Costume Race resulted as under—

Mrs. May, The White Knight,..... 1

Mrs. Stedman, The Ballet Girl,..... 2

Mrs. Bailey, Diana Vernon,..... 3

The prize offered for the first man in was won by Mr. R. F. C. Master. Mr. T. G. Vernon was second, Mr. G. Marshall third.

4.—5:20 p.m.—JUMPING COMPETITION—Open to all China ponies. To be ridden by members of the Gymkhana Club or officers of the Army or Navy. Three heights over a bar.

Each competitor allowed one run at each height. Entrance fee \$5. 1st prize presented, and prize: \$5.

Mr. G. C. Maxon's Box (R. F. C. Master),..... 1

Mr. C. H. Ross Ben Wyvis (Dupree),..... 2

Dividend—\$9.40.

Sweeps—1st \$491.40; 2nd \$140.40; 3rd \$70.20.

5.—5:45 p.m.—TENT-PEGGING CHALLENGE CUP—Presented by His Excellency Major-General Broadbroom, C.B., for China ponies.

To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting.

Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Memorandum presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Memorandum presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhanas this season to count marks scored by them at this meeting towards aggregate only.

Mr. C. H. Ross (33 points),..... 1

Mr. W. S. Dupree (29 points),..... 2

Mr. T. G. Vernon (22 points),..... 3

Dividend—\$3.62.

6.—6:05 p.m.—WALTER RACE—Half a mile, for all China pony hacks passed as such by the committee of the Gymkhana Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weight over 12st. 7lb. Riders to be and not less than 1st. 7lb, in ordinary riding breeches, boots, gaiters and shirts. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrances fee \$5. 1st prize: A cup presented by "The Times" and prize: \$25.

Mr. C. H. Ross (33 points),..... 1

Mr. W. S. Dupree (29 points),..... 2

Mr. T. G. Vernon (22 points),..... 3

Dividend—\$3.62.

7.—7:15 p.m.—FLAT RACE—Handicap—for all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by "The Times" and prize: \$25. (Entrance fees to go to winner.)

Mr. G. C. Master's Astral, 156 lbs (Owner),..... 1

Mr. G. K. Bruton's Kingston, 149 lbs (Owner),..... 2

(Owner),..... 3

Mr. E. A. Hankey's ff Chance, 147 lbs (Owner),..... 4

(Owner),..... 5

Mr. Robert's Velocity, 139 lbs (Owner),..... 6

Mr. A. Morley's Southdown, 137 lbs (Owner),..... 7

* 5 lbs allowance.

Time—1:05 3/5.

Dividend—\$8.50.

Sweeps—1st \$441.15; 2nd \$16.90; 3rd \$6.45.

7.—6:35 p.m.—One Mile and a Quarter Flat Race, Handicap—for all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by Mr. Hollinger, and prize: \$25. (Entrance fees to go to winner.)

Mr. G. C. Master's Astral, 149 lbs (Owner),..... 1

Mr. Dryasdust's Coxcomb, 161 lbs (Dupree),..... 2

Mr. G. C. Master's Blue Nile, 156 lbs (Owner),..... 3

Dividend—\$11.70.

Sweeps—1st \$350.10; 2nd \$101.60; 3rd \$51.30.

LIEUTENANT AND Quartermaster C. A. BENNETT, Royal Army Medical Corps, Carnaby, has been ordered to embark for Tientsin, North China, early in October; and Lieutenant and Quartermaster J. Gleeson, of the same department, Belfast, has been similarly ordered to Hongkong.

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2.—Formosa Channel, N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lascassas, same as No. 1.

4.—South coast of China between Hongkong and Macao, S.E. to E. winds, fresh.

At the conclusion of the season a cup will

be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

Mr. G. C. C. Master's Blue Nile, 156 lbs (Owner),..... 1

Mr. Dryasdust's Coxcomb, 161 lbs (Dupree),..... 2

Mr. E. Kadoorie's Manchurian Chief, 143 lbs (Clarke),..... 3

Coxcomb and Blue Nile started out heavily backed, the fancy, however, being on the former pony. The "offshores" laid on the outsider—Manchurian Chief. When the flag fell Coxcomb took the lead, Manchurian Chief second, and Blue Nile, hard held fast.

Passing the judge's stand the ponies grouped.

This state of affairs was upheld until the Football shed was negotiated when Coxcomb was forced to make the pace with the Chief.

Approaching the Rock the Chief relinquished,

and Blue Nile was given his head.

At the village the two champions drew neck and neck.

Turning the bend it was seen that Blue Nile had the lead, which he kept to the finish, winning by several lengths.

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Mr. C. H. Ross Ben Wyvis (Dupree),..... 2

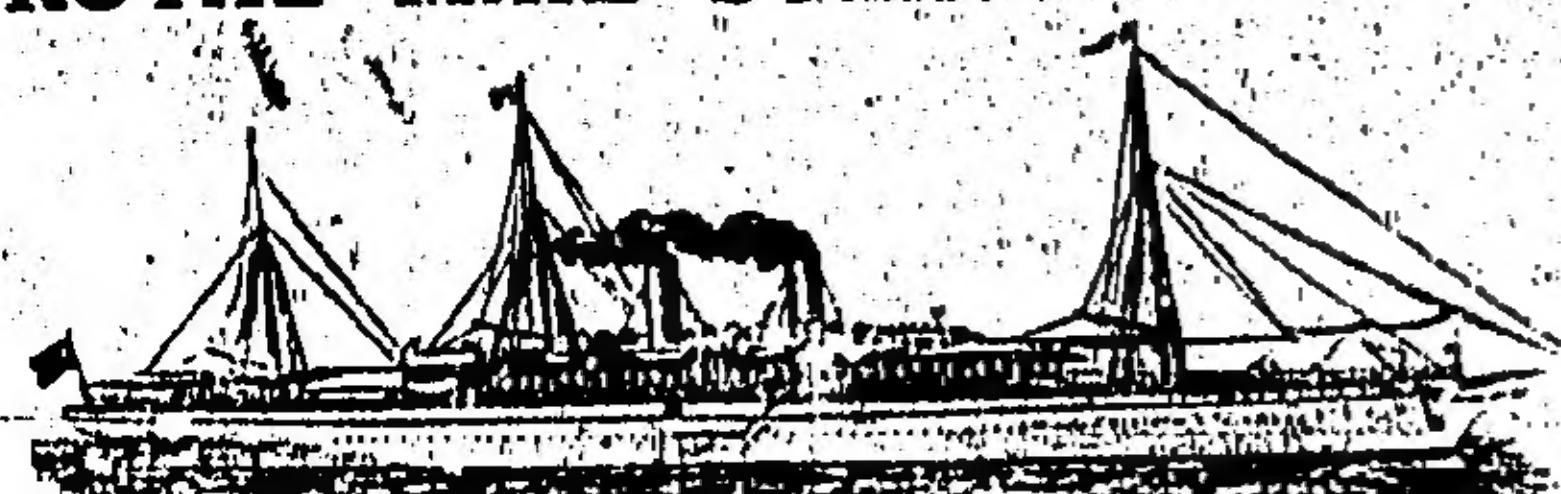
Dividend—\$9.40.

Sweeps—1st \$491.40; 2nd \$140.40; 3rd \$70.20.

5.—5:45 p.m.—TENT-PEGGING CHALLENGE CUP—Presented by His Excellency Major-General Broadbroom,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"TARTAR" 4,25 WEDNESDAY, Sept. 11th Oct. 5th
"EMPEROR OF CHINA" 6,000 THURSDAY, Sept. 12th Oct. 14th
"EMPEROR OF INDIA" 6,000 THURSDAY, Oct. 24th Nov. 11th
"MONTEAGLE" 6,163 WEDNESDAY, Nov. 6th Nov. 30th
"EMPEROR OF JAPAN" 6,000 THURSDAY, Nov. 11th Dec. 9th
"TARTAR" 4,25 WEDNESDAY, Dec. 1st Dec. 28th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £11.10.

Steamers, and 1st Class on Railways. v/d St. Lawrence £40. v/d New York £42.

First-class rates include cost of Meals, and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight, and Passage, apply to D. W. CRADOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 29th August, 1907.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SGAPORE, PENANG & CALCUTTA KU HSANG TUESDAY, 3rd Sept., 3 P.M.
SHANGHAI HANGSANG TUESDAY, 3rd Sept., 4 P.M.
MANILA YUENSANG FRIDAY, 6th Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.
Hongkong to Singapore 1st Class 5 65
Penang 5 85
Calcutta 105 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 31st August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

CEBU & ILOILO "KAIFONG" 3rd Sept., 4 P.M.
MANILA "TSAN" 3rd " "
SWATOW & SHANGHAI "LINAN" 3rd " "
HOIHOW, PAKHOI and HAIPHONG "CHIHLI" 4th " daylight
SWATOW & SHANGHAI "YOCHOW" 5th " 4 P.M.
SWATOW & SHANGHAI "YOCHOW" 6th " "
MANILA, ZAMBANGA & COLONIES "TSINAN" 7th " "
WEIHAIWEI, CHEFOO & TIENTSIN "HUIHOW" 7th " "
MANILA "TAMING" 10th " "
CHINGTU 10th " "
YOKOHAMA & KOBE "KWEIYANG" 10th " "
CHEFOO & NEWCHWANG "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2d September, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
KUBI	2540	Almond	"	SATURDAY, 14th Sept., 1907

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship To sail

For Freight and further information, apply to

SHEWAN TOMES & CO.,
General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN 1st Oct.

HABSBURG 6th Sept.

SILESIA 2nd Nov.

RHENANIA 2nd Oct.

HONGKONG, 2d September, 1907.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.

S.S. "SIKH" 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 21st August, 1907.

[64]

For Sale.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Tremont 9,606 T. W. Garlick, 2nd Sept.

Suveric* 6,235 W. Shotton 1st Oct.

Kumerie* 6,232 D. Baird 5th Oct.

Shawmut 9,600 E. V. Roberts 6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 2d September, 1907.

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STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER,

"KWONG SAU" Capt. H. S. CROWE,

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.,

and

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 3d July, 1907.

[61]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLAME, Manager.

Hongkong, 22d June, 1907.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 1st August, 1907, 100 cts. per \$ Max.

BUTCHER MEAT.

Cent.

Beef sirloin & prime cut—Mei Lung Pa \$ 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chau 26

Shipping.

Arrival.
Clin, Br. sloop, 1,700, C. D. S. Raikes, 1st Aug.—Vehmeyer 16th Aug.
Talson, Ch. s.s., 1,100, F. Stephen, 1st Aug.—Shanghai 29th Aug., Gen.—C. M. S. N. Co.
Fukusho Maru, Jap. s.s., 1,000, T. Ito, 31st Aug.—Amping 28th Aug., Gen.—O. S. K.
Polynesian, Fr. s.s., 3,547, Broit, 1st Sept.—Shanghai 30th Aug., Mails and Gen.—M. M.
Haitan, Br. s.s., 1,163, J. S. Roach, 1st Sept.—Foochow and Amoy 32d Aug., Gen.—D. L. & Co.
Samson, Ger. s.s., 908, F. Schmitz, 1st Sept.—Bangkok 23d Aug., Rice, Meal and Wood—B. & S.
Choyang, Br. s.s., 1,424, A. E. Sandwick, 1st Sept.—Shanghai and Swatow 28th Aug., Gen.—J. M. & Co.
Kwangs, Br. s.s., 1,228, Stott, 1st Sept.—Swatow 1st Aug., Ballast—B & S.
Australia, Fr. s.s., 3,543, H. Verros, and Marseilles and Saigon 30th Aug., Mails and Gen.—M. M.
Rubi, Br. s.s., 1,621, R. W. Almond, 2nd Sept.—Manila 1st Aug., Gen.—S. T. & Co.
Palembang, Dut. s.s., 1,119, N. J. Dalmyer, 2nd Sept.—Pulo Sambo 26th Aug., Oil in bulk—Order.
Beaufort, Br. s.s., 2,505, R. Kroble, 2nd Sept.—London 2d July, Gen.—G. L. & Co.
Manila, Br. s.s., 2,711, T. E. Andrews, 8th & 2nd Aug.—Antwerp 13th July, and Singapore 28th Aug., Gen.—P. & C. S. N. Co.
Sullivan, Ger. s.s., 782, C. Uppi, 2nd Sept.—Swatow 1st Aug., Ballast—S. & Co.

Clearances at the Harbour.

Polyenes, for Saigon.

Taishun, for Canton.

Choyang, for Canton.

Kwang, for Hongay.

Sulberg, for Haiphong.

Ecclis, for Canton.

Palembang, for Canton.

Australia, for Shanghai.

Departures.

Sept. 1.

Dafin Maru, for Swatow.

Watshing, for Swatow.

Sept. 2.

Australia, for Shanghai, &c.

Choyang, for Canton.

Taishun, for Canton.

Passengers arrived.

Per Kwangs, from Swatow—Mrs. Sterling and children.

Per Samun, from Bangkok—Mr. White, (American Consul).

Per Fukusho Maru, from Amping—Father Roodiere, and 92 Chinese.

Per Choyang, from Shanghai, &c.—Playmaster Auld, U.S.N., Mr. F. Bevington, and 128 Chinese.

Per Hailan, from Coast Ports—Misses Bruhn (2), Masters Jenkins (2), Misses Jenkins (2), Masters Jenkins (2), Misses Wright, Phillips and Tom Ruby.

Per Australia, for Hongkong from Colombo—Mr. Paquier, from Singapore—Messrs. Gob Keng, Ah Sao and Chung Lupo, from Saigon—Mr. and Mrs. Clot, Rev. Robert, and 263 Chinese, for Shanghai from Martellis—Messrs. Medard, Kail Kiatrap, H. Trai, Tsung Hu, P. Biun, Missey S. Salency, H. Paris, Messrs. Leven and W. Bissell, from Singapore—Mr. G. Guinberg, from Saigon—Messrs. H. Monod, Quental C. Miller, and Antonie, from Saigon for Kobe—Mr. and Mrs. Fischer, for Yokohama—Messrs. Luang Visut Kose, Fratellois, and Mrs. Cimino.

Per Manila, from London—Mr. S. Stanley.

Per Rubi, from Manila—Mr. and Mrs. G. Bohmann and child, Mrs. Si Clair, Messrs. G. Moreno, J. Leon and A. Gabb.

Per Polynesia, for Hongkong from Yokohama—Mrs. Marty and daughter, Miss Mary and governess, from Kobe—Messrs. E. Smith, and Hansen, from Shanghai—Messrs. A. Gires, Bruce, Velton, Mrs. Braisted, Messrs. Gutierrez and Durand, for Saigon from Yokohama—Mr. Lawrence, from Shanghai—Mr. Green, for Singapore from Kobs—Mr. and Miss Osada, and Miss Nishio, from Shanghai—Mr. and Mrs. Hayen and 3 infants, Miss Kittin, Steinberg, and Mr. Jalo, for Colombo from Yokohama—Mr. Spencer, from Shanghai—Messrs. Rutledge and Gretchen Felix, for Port Said—Mr. Papadopoulos, for Narvelles from Yokohama—Messrs. Bickart, Tanakadate and Nichols, from Shanghai—Messrs. Sutean, Decormis, Maricote, Pouthon, Daolio, Bescord, Castaigne, Le Bars and Vandee.

Shipping Reports.

Str. Kwangs, from Swatow—Moderate F.N.E. wind and frequent rain, squalls.

Str. Rubi, from Manila—Light to moderate S.W. and S.E. wind and showery weather.

Str. Palembang, from Pulo Sambo—Equally weather with now and then rains, hovers, high South Westerly swell.

VESSELS IN PORT.

Natives.

Alesia, Ger. s.s., 5,181, J. Ernst, 27th Aug.—Portland, Or. and Moji 23rd Aug., Flour—P. & A. S. S. Co.

Ascot, Br. s.s., 7,76, J. B. Booth, 25th Aug.—Kuchinotou 20th Aug., Ballast—D. & Co., Ltd.

Borneo, Ger. s.s., 1,344, F. Sembil, 24th Aug.—Sandakan 18th Aug., Timber—M. & Co.

China, Am. s.s., 3,186, J. F. Robinson, 28th Aug.—San Francisco 1st Aug., and Shanghai 25th, Mails and Gen.—P. M. S. Co.

Japhet, Ger. s.s., 1,974, Schipper, 24th Aug.—Guam 2d Aug., Balast—C. C. S. & Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 21st Aug.—Vancouver, B.C., 6th Aug., and Shanghai 22nd, Mails and Gen.—C. P. R. Co.

Fooshing, Br. s.s., 7,150, T. Arthur, 30th Aug.—Moji 25th Aug., Coal—M. & Co.

Germany, Ger. s.s., 1,000, H. Flügel, 28th Aug.—Sydney via Ports 1st July, Copra and Shells—S. & Co.

Indratni, Br. s.s., 3,768, S. Cullington, 27th Aug.—New York 30th June, Gen.—T. & Co.

Kalfong, Br. s.s., 984, E. Finlayson, 28th Aug.—Cebu and Illoilo 24th Aug., sugar and Pemp.—B. & S.

Kjeld, Nor. s.s., Helene, 16th Aug.—Moji 25th Aug., Coal—Order.

Kumsang, Br. s.s., 2,078, E. J. Buller, 26th Aug.—Calcutta via Penang and Singapore 20th Aug., Gen.—J. M. & Co.

Hangseang, Br. s.s., 1,350, S. Wilde, 1st Aug.—Canton 30th Aug., Gen.—J. M. & Co.

Nord, Nor. s.s., 917, T. A. Lie, 1st Aug.—Moji 25th Aug., Coal—Walem & Co.

Phem-Panh, Br. s.s., 1,455, J. H. Scott, 15th Aug.—Saigon 11th Aug., Rice and Meal—Wo Fat Sing.

Sandou Hall, Br. s.s., 3,063, J. M. Main, 24th Aug.—New York 25th June, Case Oil—B. O. Co.

Steamers Expected.				HONGKONG.	CONNAUGHT.		
Line.	From	Agents	Date	Abraham, E. S.	Joli, J. P. F.	Arkwright, Rev. Wm.	Jones, D. W.
Gregory Apdar	Singapore	D. S. & Co.	Sept. 3	Andrew, J. J.	Joseph, Mr. and Mrs.	Knight, Dr. R. F.	Baines, J. W.
Standard	Nor. s.s., 29	W. N. Bell, 26th Aug.—Saigon 24th Aug., Rice—Asgard, Thoresen & Co.	Sept. 4	Aud. G. P.	Joseph, M. R.	Patterson, J. B.	Barnes, R. L.
Tango Maru	Jap. s.s., 4,637, A. E. Moyer	25th Aug.—Seattle 23rd July, Ga.—N. Y. K.	Sept. 5	Battische, H. G.	Koung, J. C.	Behler, L. A.	Beeler, L. A.
Tantar	Br. s.s., 2,767, H. Davison, R.N.R.	21st Aug.—Vancouver 25th July, and Shanghai 10th Aug., Gen.—C. P. R. Co.	Sept. 5	Baroness, Baron	Kniesche, J. G.	Blockmore, F. W. G.	Bunck, Mr. and Miss Bush, J.
Telemachus	Br. s.s., 4,491, J. Williamson	20th Aug.—Saigon 24th Aug., Rice and Flour—Wo Fat Sang.	Sept. 5	Blair, H. S.	Kruiger, O.	Bunck, Mr. and Miss Bush, J.	Calder, Dr. Geo. T.
Georgina M.	C. & Co.	20th Aug.—Colombo	Sept. 5	Blaney, Mr. and Mrs. S.	Kun, P.	Chokier, A.	Choo Kia Tung, Mr.
P.E. Friedrich	Japan	M. & Co.	Sept. 5	Blue, A. B.	Laing, A. H.	Clouston, R.	Clouston, R.
Totomi Maru	Japan	M. & Co.	Sept. 5	Boamer, A. B.	Lagelukh, Mr.	District, J.	District, J.
Manila	Sydney	M. & Co.	Sept. 5	Booker, W. W.	Lebmukh, Mt.	Flock, P.	Flock, P.
Vigilante	Br. s.s., 1,140, A. Sommerich	20th Aug.—Gen.—I. C. L.	Sept. 5	Bonham, Capt.	Linton, P.	Geagle, Dr. C. H.	Geagle, Dr. C. H.
Titan	Br. s.s., 1,163, J. S. Roach	1st Sept.—Fochow and Amoy 32d Aug., Gen.—	Sept. 5	Boswell, J. C.	Logan, W.	Graw, E. W.	Graw, E. W.
Ty'jodus	Br. s.s., 2,055, P. Zwartz	1st Aug.—Amoy 28th Aug., Gen.—I. C. L.	Sept. 5	Bryant, J. C.	Lubling, E.	Gunn, Frank D.	Gunn, Frank D.
Zafiro	Br. s.s., 1,119, N. Y. K.	1st Aug.—Alphonse 27th Aug., Gen.—Holloway	Sept. 5	Carpenter, E. W.	Malden, G. F.	Herbert, C.	Herbert, C.
Indra	Br. s.s., 1,062, H. Bremer	25th Aug.—Singap. 21st Aug., Bangkok and Koh-siachang 18th Aug., Rice—M. & Co.	Sept. 5	Carter, A.	Mariott, Dr. O.	PRAN.	PRAN.
Thales	Br. s.s., 1,128, Stott	1st Sept.—Swatow 1st Aug., Ballast—B & S.	Sept. 5	Chabaux, Mr. and Mrs. L.	Meek, T.	Belson, Mrs.	Hazelund, F. A.
White Cross	Br. s.s., 1,942, Uwine	28th Aug.—Cardiff 10th July, Coal—Order.	Sept. 5	Cheshire, F. D.	Newborn, R. H.	Bleasdale, K.	Hill, P.
Wyncliff	Br. s.s., 4,699, W. C. Dent	20th Aug.—Fugget Sound via Manila 26th Aug., Flour—D. & Co.	Sept. 5	Chibane, S. J.	Osburs, L.	Bonham, Capt.	Hockaday, W. T.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Colvin, H. E.	Paine, A. E.	Broadwood, C. H. E.	Kent, R. A. Col.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Cruickshank, J.	Parks, W.	Major General K. G.	Leverett, Ms.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Deane, T. P.	Powell, W. A.	Matthews, Dr. J. H.	MacKenzie, A.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Donald, Mr. and Mrs. W. H.	Preshaw, C. M.	McCarthy, Mr. and Mrs.	Marshall, Mr.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Doolittle, F. H.	Pugh, A. J.	McColley, Mr. and Mrs.	Marie, E.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Dunckin, A. E.	Puri, A.	McEvily, Mr.	McEvily, Mr.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Elastman, W.	Ray, E. H.	McGillivray, Mr.	McGillivray, Mr.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Elshid, H. J.	Roxier, Dr.	Perkins, Capt.	Perkins, Capt.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Fisher, H. G.	Solemacher, Mr.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Franklin, C. B.	Spurge, H. S.	Perkins, Mrs. and Mrs.	Perkins, Mrs. and Mrs.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Franklin, G. G.	Stevens, Rev. A.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Frost, B. L.	Thompson, Miss H. M.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Fukuda, T.	Thompson, Mrs. M. L.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Gregory, A.	Toldiano, Th.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Hall, Capt. T.	Topipes, H. J.	Reid, Lieut.-Col.	Reid, Lieut.-Col.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Hannan, J.	Trickey, C. H.	Reid, Lieut.-Col.	Reid, Lieut.-Col.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Hesse, G.	Tallidge, G. W.	Ross, Major P. J.	Ross, Major P. J.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d Aug., Gen.—	Sept. 5	Hewitt, Hon. Mr. E.	Warden, A.	Russell, Mr. and Mrs.	Russell, Mr. and Mrs.
Zafiro	Br. s.s., 1,019, A. Fraser	26th Aug.—Manila 23d					

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET VALUE BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$25	\$1,000,000	\$1,707,167	\$1.15/- for 3 years ending 30.6.07 @ ex 2/10/3/10 = \$10.04	4% ²	[new issue \$647½ sales ex \$50 b. n. issue London £100. ex new issue London £60.10. n. issue first call \$11]
Do.	40,000	\$125	\$25	\$12,735	\$300,000	\$74,293		
National Bank of China, Limited	60,025	\$7	\$6	1,675,000	\$200,000	\$233,618		\$2 (London 1/10 for 1903)
MARINE INSURANCES.								
Clinton Insurance Office, Limited	10,000	\$250	\$50	11,000	\$100,000	\$20 for 1905	7%	\$270
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000	Tls. 50,000	Interim of 7/6 for account 1906 @ ex 2/10/11, 16 per cent	6%	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$70,000	Final of \$12 making \$12 for 1905 and Interim of \$30 for 1906		
Vangtse Insurance Association, Limited	8,000	\$100	\$60	345,407	\$40,407	\$1.15/- for year ending 31.12.5	7%	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	1,125,173	151,587	\$40 for 1905	9½%	187 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	58,728	\$15,527	\$40 for 1905	12½%	\$135
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	1,000,000	\$100,000	\$1 for 1906	6½%	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	320,449	\$32,044	\$1 for year ended 30.6.06	6%	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	31,256,483	\$1,256,483	\$1 for 1st half-year ending 30.6.07	7½%	\$18
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	\$5	\$5	1,63,000	\$270,000	\$1 for 1906 @ ex 2/10 = \$1.14 per share	3½%	\$139 buyers
do. (Deferred)	6,000	\$5	\$5	1,270,000			3½%	\$128 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	524,638	530,000	Tls. 13,372	10½%	Tls. 472 buyers
do. (Preference)	100,000	\$1	\$1	1,400,000	1,672,152	172,370	10½%	Tls. 472 buyers
"Shell" Transport and Tracing Company, Limited	1,000,000	\$10	\$10	1,000,000	1,000,000	Interim of 1/- (Coupon No. 8 for a/c 1907)	4½%	44/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	32,957	32,957	\$1.00 for year ending 30.4.1907	4½%	\$22
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	1,419,479	1,419,479	Tls. 18,730	4½%	\$13
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	1,62,000	1,62,000	Final of Tls. 2 making Tls. 6 for 1906	11½%	Tls. 52 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	1,80,000	1,80,000	\$8 for year ending 31.12.06	8½%	\$98
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	1,100,000	1,100,000	13 for 1907	5½%	\$21
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	\$1	\$1	1,10,000	1,10,000	Interim of 1/6 for a/c year ending 28.2.07	4%	Tls. 15.30
Paul Australian Gold Mining Company, Limited	10,000	\$1	\$1	1,66,011	1,66,011	No. 12 of 1/- = 48 cents	...	57 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	1,04,124	1,04,124	\$1.75 for year ending 31.12.06	10½%	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	1,20,000	1,23,152	Interim of \$2 for six months ending June 30th 1907	6½%	65
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	1,10,000	1,10,000	\$4 for 1st half-year ending June 30th, 1907	8%	\$102 buyers
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	1,00,000	1,00,000	Tls. 3 for year ending 30th April 1907	3½%	Tls. 80 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	1,47,210	1,47,210	Interim of Tls. 8 for account 1907	8½%	Tls. 222
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	1,15,000	1,15,000	Tls. 6 for 144 months ending 28.2.07	6%	Tls. 103
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	1,30,000	1,30,000	12½ for year ending 30.6.07	9½%	\$24
Central Stores, Limited	50,123	\$15	\$15	1,00,000	1,00,000	\$1.80 for 1906	12%	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	1,00,000	1,00,000	\$1 for second half-year making \$10 for 1906	10%	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	1,20,000	1,20,000	Interim of \$3 for half-year ending 30.6.07	7½%	\$98 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	1,20,000	1,20,000	80 cents for 1906	7½%	\$102 buyers
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	none	none	\$2 for 1906	7%	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	1,66,493	1,66,493	Interim of Tls. 3 for account 1907	7½%	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	1,70,000	1,70,000	Interim of \$2 for half year ending June 30th	8½%	\$48
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	1,10,000	1,10,000	Tls. 10 for year ended 31.10.1906	15½%	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	1,45,039	1,45,039	\$1½ for the year ending 31.7.06	11½%	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	1,10,000	1,10,000	Tls. 6 for year ended 30.6.06 (8%)	11½%	Tls. 51
Laou-kung-new Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	none	Tls. 8 for 1906	8½%	Tls. 92
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	1,28,257	1,28,257	Tls. 50 for 1906	16½%	Tls. 305 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	1,200	1,200	1/3 per share for 1906	9%	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	1,200	1,200	\$3 for 1905	...	\$20 sellers
China Horne Company, Limited	6,000	\$12	\$12	1,200	1,200	\$1 for 1904	...	59 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	1,000	1,000	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 02 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	1,00,000	1,00,000	60 cents for year ended 18.2.05	...	66 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	1,00,000	1,00,000	80 cents for 1906	9%	\$19
Dairy Farm Company, Limited	100,000	\$10	\$10	1,00,000	1,00,000	\$1.50 for year ending 31.7.06	8½%	\$101 buyers
Green Island Cement Company, Limited	25,000	\$7½	\$7½	25,000	25,000	\$1.50 for year ending 31.7.06	8½%	\$102 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	1,00,000	1,00,000	Interim of 50 cents per share for a/c 1907	9½%	\$102 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	1,00,000	1,00,000	\$2 for year ending 28.1.07	11%	\$122 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	1,00,000	1,00,000	1 per share for year ending 28.1.07	7½%	\$14 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	1,00,000	1,00,000	Interim of \$4 for 1st year ending June 30th 1907	9½%	\$241
Maaatschappij tot Mijna, Boschi-en Landbouwexp. pioniers in Laagk, Limited	25,000	Gs. 100	Gs. 100	1,00,000	1,00,000	Interim of 80 cents per share for a/c 1907	8%	\$165 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	1,00,000	1,00,000	Second interim div. of Tls. 71 for a/c 1907	9½%	Tls. 315 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	1,00,000	1,00,000	\$2 per sh. or period for 1st Oct. to 30th Apr. 07	8½%	\$111
Philippine Company, Limited	27,500	\$10	\$10	1,00,000	1,00,000	\$15 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	1,00,000	1,00,000	None	...	\$5 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	1,00,000	1,00,000	Interim of Tls. 31 for account 1907	7½%	Tls. 110
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	1,00,000	1,00,000	Tls. 4 for 1905	...	Tls. 40 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	1,00,000	1,00,000	Final of Tls. 5 and Tls. 10 for 1906	13½%	Tls. 75 sellers
Shanghai Waterworks Company, Limited	8,175	120	120	1,00,000	1,00,000	Final of Tls. 6 making Tls. 10 for 1906	8½%	Tls. 120 buyers
South China Morning Post, Limited	7,200	120	120	1,00,000</				